

***HIGHWAY REGULATION COMMITTEE
Regulatory Committee
Agenda***

Date Thursday 25 September 2025

Time 5.30 pm

Venue JR Clynes building Ground floor meeting room 1

Notes 1. DECLARATIONS OF INTEREST- If a Member requires advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Alex Bougatef or Constitutional Services at least 24 hours in advance of the meeting.

2. CONTACT OFFICER for this agenda is Constitutional Services email Constitutional.Services@oldham.gov.uk

3. PUBLIC QUESTIONS - Any Member of the public wishing to ask a question at the above meeting can do so only if a written copy of the question is submitted to the contact officer by 12 noon on Monday, 22 September 2025.

4. FILMING - The Council, members of the public and the press may record / film / photograph or broadcast this meeting when the public and the press are not lawfully excluded. Any member of the public who attends a meeting and objects to being filmed should advise the Constitutional Services Officer who will instruct that they are not included in the filming.

Please note that anyone using recording equipment both audio and visual will not be permitted to leave the equipment in the room where a private meeting is held.

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Please also note the Public attendance Protocol on the Council's Website

https://www.oldham.gov.uk/homepage/1449/attending_council_meetings

MEMBERSHIP OF THE HIGHWAY REGULATION COMMITTEE
Councillors Chowhan, Davis (Vice-Chair), Hughes, Kenyon and Shuttleworth (Chair)

- 1 Apologies For Absence
- 2 Urgent Business
Urgent business, if any, introduced by the Chair
- 3 Declarations of Interest
To Receive Declarations of Interest in any Contract or matter to be discussed at the meeting.
- 4 Public Question Time
To receive Questions from the Public, in accordance with the Council's Constitution.
- 5 Minutes of Previous Meeting (Pages 3 - 6)
The Minutes of the meeting held on 19th June 2025 are attached for approval.
- 6 Objection to Proposed School Streets (Permanent Traffic Order) – Buckstones Primary School, Shaw (Pages 7 - 30)
The purpose of this report is to consider a number of objections received to the proposed School Streets (Permanent Traffic Order) at Delamere Avenue, Shaw.

HIGHWAY REGULATION COMMITTEE 19/06/2025 at 5.30 pm



Present: Councillor Shuttleworth (Chair)
Councillors Chowhan, Davis (Vice-Chair), Hughes and Kenyon

Also in Attendance:

Mohamed Abdulkadir	Traffic Engineer
Alan Evans	Group Solicitor
Liam Kennedy	Highways & Engineering
Kaidy McCann	Constitutional Services
Colin McLaren	Councillor

1 **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

2 **URGENT BUSINESS**

There were no items of urgent business received.

3 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

4 **PUBLIC QUESTION TIME**

There were no public questions received.

5 **MINUTES OF PREVIOUS MEETING**

RESOLVED that the minutes of the meeting held on 13th March 2025 be approved as a correct record.

6 **S53 – WILDLIFE AND COUNTRYSIDE ACT 1981, CLAIM TO UPGRADE PUBLIC FOOTPATH 156 SADDLEWORTH AT QUARRY LANE, DELPH, TO BRIDLEWAY AND MODIFICATION OF DEFINITIVE MAP AND STATEMENT**

Consideration was given to a report which asked the Committee to determine an application submitted under Schedule 14 of the Wildlife and Countryside Act 1981 (the 1981 Act), requesting that a Modification Order be made for the upgrade to Bridleway status of (part) Footpath 156 Saddleworth, at Quarry Lane, Delph, which is shown A-B on the plan 764/A4/249/1 attached to the report.

The application for a Modification Order was submitted by Liane Robinson of the West Pennine Bridleways Association. The evidence in support of the application consisted of 20 user evidence forms and maps claiming more than 20 years use on horseback of the Application Route. The user evidence must be considered against the statutory provisions in section 31 of the Highways Act 1980 ("the 1980 Act") concerning dedication of a highway through 20 years' usage as of right.

Options considered:

Option 1: To approve the application and upgrade the Application Route on the Definitive Map and Statement as a Bridleway.

Option 2: Not to approve the application.

RESOLVED that:

1. The application for a Modification Order in respect of the upgrade of the section of Footpath 156, Saddleworth at Quarry Lane, Delph, as detailed in Schedule 1 be approved and the Director of Environment be authorised to undertake the necessary procedures to make the Order and to confirm the Order in the event that no objections are made to it.
2. The Applicant and the owner/occupier of the land subject to the application be notified of the Council's decision as required by Schedule 14 of the 1981 Act.

7

S53 – WILDLIFE AND COUNTRYSIDE ACT 1981, CLAIM TO REGISTER PUBLIC FOOTPATH AT LAUREL AVENUE, CHADDERTON

Consideration was given to a report which asked the Committee to determine an application submitted under Schedule 14 of the Wildlife and Countryside Act 1981 (the 1981 Act), requesting that a Modification Order be made in respect of a stepped route running from the side of 31 Laurel Avenue, Chadderton to the Rochdale Canal towpath (the Application Route), which was shown on the plan 764/A4/252/1 attached to the report.

The application for a Modification Order was submitted by Graham Taylor, Chairman of the Firwood and District Residents Association, following the erection of gates by the current landowner in November 2024. The evidence in support of the application consisted of 43 user evidence forms and maps claiming more than 20 years use of the Application Route. The user evidence was considered against the statutory provisions in section 31 of the Highways Act 1980 ("the 1980 Act") concerning dedication of a highway through 20 years' usage as of right.

Options considered:

Option 1: To approve the application and add the Application Route to the Definitive Map and Statement as a footpath.

Option 2: Not to approve the application.

RESOLVED that as per option 2, the application not be approved.

NOTE: A Ward Member addressed the Panel on the application.

8

OBJECTION TO PROPOSED PROHIBITION OF WAITING – GLOUCESTER STREET NORTH / RADNOR STREET, WERNETH

Consideration was given to a report which asked the Committee to consider a number of objections received to the proposed extension of the existing 'Prohibition of Waiting' restrictions on Gloucester Street North and Radnor Street, Werneth which had been approved under delegated powers on 19 June 2024. The proposal was subsequently advertised and four objections, five letters of support and one alternative suggestion letter were received.

The basis of the objections was that the proposal would exacerbate the existing parking pressures, noting the nearby car park was frequently occupied by non-residential vehicles, including trailer vans, which already limited parking availability for residents. The proposals would impact numerous households who parked their vehicles along the Gloucester Street North / Radnor Street bend. Objectors proposed implementing restrictions on one side of the street only. They suggest alternative solutions which included time-restricted controls for waste collection and better management of the existing car park.

It was reported that Whilst Officers still believed the original recommendation (Option 1) would meet the scheme objective, the relaxed proposal (Option 2) would still meet the scheme objective and provided a compromise which acknowledged the concern of the objector with limited mobility.

Options considered:

Option 1: Install Prohibition of Waiting restriction as advertised.

Option 2: Install a reduced Prohibition of Waiting restriction.

Option 3: Do nothing

RESOLVED that option 1 be approved and the Prohibition of Waiting restriction as installed as advertised.

The meeting started at 5.30 pm and ended at 6.16 pm

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Highway Regulation Committee

Objection to Proposed School Streets (Permanent Traffic Order) – Buckstones Primary School, Shaw

Portfolio Holder:

Councillor C Goodwin, Cabinet Member for Transport and Highways

Officer Contact: Nasir Dad, Director of Environment

Report Author: Mohamed Abdulkadir, Traffic Engineer

25 September 2025

Reason for Decision

The purpose of this report is to consider a number of objections received to the proposed School Streets (Permanent Traffic Order) at Delamere Avenue, Shaw.

Recommendation

It is recommended that Option 1 be approved by the Committee and implemented on site.

Objection to Proposed School Streets – Delamere Avenue (Buckstones Primary School), Shaw**1. Background**

- 1.1 Following positive feedback from the school and residents during the trial period, a report recommending the introduction of a Permanent Traffic Order to restrict vehicle access to Buckstones Primary School (during drop off and pick up times), was approved under delegated powers on 28 August 2024. The proposal was subsequently advertised; five objections, two letters of support, two letters of concern and one letter requesting further clarification were received.

A copy of the approved report is attached in Appendix A and copies of the representations are attached in Appendix B.

The main points raised by the objectors are detailed below, along with the Council's response to each one.

- 1.2 One objector raised concerns about access for residents, their visitors, and service vehicles, believing the restrictions on motor vehicles to be unreasonable for day-to-day life. The resident questioned how taxis, service providers, and deliveries would be managed. Another resident asked for clarification on the list of exempt vehicles, noting a discrepancy between the draft legal order and the information on the council's website.

Officers have responded that the prohibition of motor vehicles does not apply to residents living within the designated zone on Delamere Avenue, who will be eligible for a free exemption permit. This permit allows them to enter and exit the zone at any time, including the operational hours. It was clarified that for the pre booked services like taxis or contractors visiting a permitted resident's address, the exemption extends to them. Regarding deliveries, the expectation is that delivery companies will work around the short restriction periods or park safely nearby to complete delivery on foot, a practise consistent with other successful schemes. Officers also clarified that while the council website provides general guidance, the legally binding list of exemptions is the one detailed in the formal Traffic Regulation Order for the specific scheme.

- 1.3 Several residents raised objections regarding timber planters used to demarcate the start of the restricted zone. The key issue cited is that vehicles often park too close to the planters, which reduces the accessible width of the road and creates a potential obstruction for larger vehicles and emergency services.

Officers acknowledge this feedback and have addressed the issue by installing signs on the planters. These signs instruct drivers not to park in a manner that causes an obstruction, thereby mitigating the risk while avoiding the need for further parking restrictions.

- 1.4 A number of objectors expressed concern that the scheme would not solve traffic issues but would instead displace parking and cause congestion onto adjacent streets, particularly Hillside Avenue and Harewood Road. One resident described Hillside Avenue as already being treated like a 'racetrack' and felt measures would move more traffic into this unsafe environment.

Officers recognise that some traffic displacement can occur, especially in the initial phase of a new scheme. However, experience from other School Streets shows this is often less severe than anticipated. The restrictions encourage a change in travel habits, promoting 'park and stride' where parents park a short distance away and walk the final part of the journey. Over time, this often leads to 'traffic evaporation', where the total number of car trips on the area decreases.

Furthermore, Officers have confirmed that the Council is aware of the existing safety and speeding concerns on Hillside Avenue and is already in the process of reviewing and assessing the potential highway improvement measures for that location.

- 1.5 One resident of Hillside Avenue objected to the proposed waiting restrictions at the junction with Scarr Lane, stating it would severely limit her family's ability to park their three vehicles, and suggested that a residential parking permit system would be a more suitable solution.

Officers have clarified that the proposed waiting restrictions are essential in improving road safety by keeping the junctions clear to ensure visibility for drivers and pedestrians, especially children. In response to the suggestion of a permit scheme, it was explained that the Council does not have a budget available for a new scheme in this area. Council policy reserves such schemes for areas experiencing severe and persistent non-resident parking for most of the day, a criterion this location does not meet.

- 1.6 One objector suggested replacing the planters with a set of flashing amber lights to indicate when the restrictions are active.

Officers believe that such a system does not align with the requirements for a School Street, as it would not provide the necessary physical barrier to prevent non-exempt vehicles from entering. Such a system is therefore not considered suitable for enforcement.

- 1.7 The consultation also received several letters of support from residents who are in favour of the measures to improve safety of children. Supporters noted that there has been a noticeable difference in traffic issues since the trial began. Along with their support, residents also provided a number of constructive suggestions for further improvements on Hillside Avenue, including:

- The provision of driveway access protection markings to discourage inconsiderate parking.
- Revisiting the location of proposed 'dragons' teeth' road markings and 'School' warning signs to ensure they are fully visible to approaching traffic and not obscured by parked cars.

Officers have confirmed that all these suggestions for additional measures on Hillside Avenue will be taken into consideration as part of a separate review of highway improvements for that road.

2 **Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998**

None

3 **Risk Assessments**

These were dealt with in the previous report (refer to Appendix A).

4 **Co-operative Implications**

These were dealt with in the previous report (refer to Appendix A).

5 **Procurement Implications**

None

6 **Current Position**

6.1 Objections reported to the Highway Regulation Committee

7 **Options/Alternatives**

7.1 Following the objection received, the following options have been considered:

Option 1: Introduce the proposed restriction as advertised

Option 2: Relax the proposal

Option 3: Do not introduce the proposed restriction

8 **Preferred Option**

8.1 It is recommended that **Option 1** be approved by the committee and implemented on site.

9 **Consultation**

9.1 The Shaw Ward Members have been consulted and Councillor H Sykes stated that, I stand by and repeat the comments I made earlier. The situation on Hillside Avenue and the very top of Scarr is worse and more dangerous than before. Something needs to be done about Hillside Avenue speed of traffic and not just at 'school times.' Hope someone listens this time before we have an accident.

9.2 **Response to Councillors comment**

The Council will look at providing additional traffic calming measures / interventions on Hillside Avenue as a separate scheme, with the aim of improving safety and reducing speeds. The Council acknowledges the concerns raised regarding traffic conditions on Hillside Avenue. We will consider the introduction of additional traffic calming measures and other interventions for this location as part of a separate scheme. The aim will be to improve road safety for all users and to help reduce vehicle speeds along the route.

10 **Financial Implications**

10.1 These were dealt with in the previous report (refer to Appendix A).

11 **Legal Implications**

11.1 These were dealt with in the previous report (refer to Appendix A).

12 **Equality Impact, including implications for Children and Young People**

12.1 None, the work is being undertaken to improve safety on the highways.

13 **Key Decision**

13.2 No


14 **Key Decision Reference**

14.2 N/A

15 **Appendices**

Appendix A - Approved Mod Gov Report

Appendix B – Copy of Representations

 Signed In consultation with Director of Environment	Dated: 11 Sep 2025
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APPENDIX A

APPROVED MOD GOV REPORT

Delegated Decision Report

Decision below £250k



Subject:	Buckstones Primary School, Delamere Avenue, Shaw
Decision maker: Senior Officer	Director of Environment, Nasir Dad
Decision maker: Cabinet Member	Don't Trash Oldham, Councillor C Goodwin
Decision date:	28 August 2024
Report author:	Mark Woodhead
Ward (s):	Shaw

Reason for decision

High traffic levels outside schools pose road safety risks to all road users, including pedestrians, create congestion and obstruct access for residents and the emergency services.

Removing vehicular traffic at certain times of the day from roads in the vicinity of school entrances will facilitate safer journeys for children travelling to school and make active travel options (cycling and walking) viable and more appealing.

The Council first introduced "School Streets" in 2023 - a School Street seeks to provide safe, primarily traffic free environments, outside schools. In turn, this encourages active travel measures to be used for the school drop off and pickup journeys, improving children's wellbeing and reducing emissions from vehicles. School Streets are a nationwide initiative that are being promoted and funded across Greater Manchester by TfGM.

For a school street to be enforceable, there is a requirement to introduce a 'Prohibition of Motor Vehicles (except for permit holders) Traffic Regulation Order'. This will prohibit vehicles entering the lengths of carriageway designated as the school street in the restricted hours.

On 22 November 2023, the Council introduced an Experimental Traffic Order to restrict vehicle access to Buckstones Primary School. Following positive feedback from the school and residents during this trial period, it is proposed to introduce the School Street restriction using a permanent traffic regulation order, supported with additional parking restrictions.

Recommendation(s)

The preferred option is Option 1

Background

On 22 November 2023, the Council introduced an Experimental Traffic Order to restrict vehicle access to Buckstones Primary School. Following positive feedback from the school and residents during this trial period, it is proposed to introduce the School Street restriction using a permanent traffic regulation order, supported with additional parking restrictions.

Alternative option(s) to be considered *(please give the reason(s) for recommendation(s))*

Option 1 – to introduce the measures described to assist the safety of school children and access for residents.

Option 2 – to leave the parking arrangements as they are now, to the detriment of safety to the school children and access for residents

Consultation *(include any conflict of interest declared by relevant Cabinet Member consulted)*

The Ward Members have been consulted and Councillor H Sykes has commented:- I am not opposed to these proposals and do improve the situation of Delamere Avenue. However, I am concerned that it just displaces the problems to un-safer locations on Scarr Lane and Hillside Avenue. This is also my personal observation that traffic (parking) is worse on Scarr Lane and especially Hillside Avenue. And I really am concerned about the speed of traffic on Hillside Avenue and the double parking that occurs in this location and elsewhere at school pick up and drop off points. Also, the bus terminus restrictions are not enforced which cause further issues.

I also think the retractable 'ribbon barrier' – from the two planters - like what you have in pedestrian queues will not last 2 mins before someone breaks it, a more substantive barrier to prevent misuse is required. A removal barrier like road works or cones at least would be better.

The above issues need to be addressed in some way.

Response to Councillors Comments

The experimental order has been in place since October 2023; during the opening two weeks, officers visited the site daily and did not witness any significant increase in displaced parking.

The retractable barrier is being used to address issues during the trial which used road cones and signs. Further monitoring of the area will continue after the permanent measures have been implemented. Officers are aware of the bus terminus, alterations to the existing restrictions are being considered. However, to date, no solution has been identified.

G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.

T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.

G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

Risks

The introduction of the permanent schools street measures around Buckstones Primary will improve safety for road users, improve access and assist with visibility. There could be reputation risks around the scheme in terms of residents and business reactions to the proposals these can be mitigated by the temporary measures already in effect, effective communications, the publication notice and review of any objections received during the consultation period and acting on these prior to the measures being made permanent.

(Vicki Gallacher, Head of Insurance and Information Governance)

Implications

Financial	<p>The cost of introducing the measures are detailed below:</p> <table><tr><td></td><td>£</td></tr><tr><td>Erection of Signs/planters</td><td>3,500</td></tr><tr><td>Advertisement of Order</td><td>1,200</td></tr><tr><td>Road Markings</td><td>500</td></tr><tr><td>Total</td><td>5,200</td></tr></table> <p><u>Capital Implications</u></p> <p>The proposed capital works will be a charge to the Highways – School Streets Capital Programme, funded primarily by the Active Travel Fund (ATF) grant.</p> <p>Provision exists within the capital programme to support these works.</p> <p>(Jit Kara – Senior Accountant)</p>		£	Erection of Signs/planters	3,500	Advertisement of Order	1,200	Road Markings	500	Total	5,200
	£										
Erection of Signs/planters	3,500										
Advertisement of Order	1,200										
Road Markings	500										
Total	5,200										
Legal	<p>The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.</p> <p>In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable</p>										

	and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (Alan Evans)
Equality impact including implications for Children and Young People	None
Co-operative	The recommended proposals set out in this report will introduce a 'school street' outside of Buckstones Primary School. This will facilitate safer journeys for children travelling to school, more active travel, and reduced emissions from vehicles, leading to healthier lives for children and residents. This is in line with our cooperative agenda. (James Mulvaney, Policy Manager)

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?	Yes
Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?	Yes
Are any of the recommendations within this report contrary to the Policy Framework of the Council?	No

Background Papers under Section 100D of the Local Government Act 1972

Schedule 1 – Prohibition of Motor Vehicles

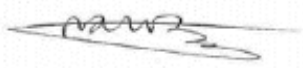
Column 1	Column 2	Column 3
Length of Road	Duration	Exemptions
Delamere Avenue – for its entire length	Mon-Fri 08.30 – 09.00 15:00 – 15.45	Permit Holders


No Waiting At Any Time

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Delamere Avenue</u> (Both sides) From its junction with Scarr Lane for a distance of 10metres in a northerly direction	At Any Time		
	<u>Scarr Lane</u> (North side) From its junction with Hillside Avenue for a distance of 42metres in a westerly direction	At Any time		
	<u>Scarr Lane</u> (South side) From its junction with Hillside Avenue for a distance of 10 metres in a westerly direction	At Any Time		

	<u>Hillside Avenue</u> (West Side) From a point 12 metres south of its junction with Scarr Lane for a distance of 30 metres in a northerly direction	At Any Time		
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Report author sign-off	Mark Woodhead
Role	Traffic Engineer
Date of sign-off	15.08.24

Approval	
Officer approval sign-off	
Role	Director of Environment
Date of sign-off	28.08.2024

Approval	
Member(s) approval sign-off	
Role	Cabinet Member for Don't Trash Oldham
Date of sign-off	Wednesday 11 th September 2024

APPENDIX B
COPY OF REPRESENTATIONS

Objection 1

Dear Sirs,

**Re: Proposed Traffic Regulation Order : The Oldham - Buckstones Primary School
Prohibition of Waiting & Prohibition of Motor Vehicles 2024
Ref LJMNF24172**

As a resident of Delamere Avenue, and hence someone heavily impacted by the above referenced "School Street" (**SS**) scheme, I would like to make the following comments, observations, suggestions and objections.

The 4th paragraph of the Proposed Traffic Regulation Order states that motor vehicles will be prohibited on the entire length of Delamere Avenue between the 2 time windows (times are contradictory on the information made available): it does not include the comment "except permit holders" that appears on drawing ref BUCKSTONE/1200/01. The draft order (doc ref TO24/16 VF23627) does state that permit holders will be exempt from the restrictions, however I have no way of knowing which document takes precedence. If there are no permit exemptions and ALL motor vehicles are prohibited, including residents, then I object and oppose this in the strongest terms on the basis of being an unreasonable restriction of day-to-day life.

The above matter was verbally discussed with your Linda Mills (Legal Assistant, Oldham Council) during a telephone conversation on 30th September. The phone call was to make an appointment to view the public information on the scheme and to discuss various points: Ms Mills was kind enough to email the relevant information (Map and P Entwistle letter) to save having to visit the Council offices. [Documents / files ref TO24/16 VF23627 and TO24/28 VF24172 have subsequently also been supplied following a further request]. Other traffic restrictions that were discussed with Ms Mills and that I would like to raise here include:

Service Providers / Contractors: Domestic appliance / heating / plumbing service and repair contractors can be advised of the SS time windows to try to avoid inappropriate arrival times but their appointments are often a series of sequential jobs. An unforeseen problem earlier in the day, or even severe traffic congestion, means they cannot guarantee an arrival time which could therefore slip into the SS time slot ... and they are not going to then wait for the road to open ... meaning the resident wouldn't get a potentially much needed/ urgent service visit (and possibly incur costs to reschedule). Similarly, it isn't possible to be sure how long a service/ repair visit will last and if, as I believe, exiting the Avenue is also prohibited then what happens if the task is completed during the time window? Time is money and any such tradesperson will want paying if they have to sit and wait for the road to open ... who is going to foot the bill? This situation is impracticable and unacceptable as currently proposed. Ms Mills commented that if, as a resident with my permit, I got in the vehicle (as it tried to enter or exit) then it could "legally" drive in and out: surely it would be better for anyone with a proven appointment at a resident's address to have a right to enter I exit (even if this is in the form of a guaranteed quash of any traffic ticket issued).

Taxis: As a person of state pension age, I can foresee an increasing desire / need to use a taxi, and the SS scheme is potentially very long term, running into future years during which time my needs are likely to increase. As above (Service Providers/ Contractors) Ms Mills has said that if I'm in the vehicle it's covered ... but does that mean walking to the end of the road, to potentially stand in bad weather, to wait for the taxi to arrive and get in for the drive to my front door in order to load luggage etc? Again, surely such a vehicle should be exempt if it has a booked pick-up or drop-off at a resident's address.

Deliveries: We live in a world of increasing online shopping and ecommerce with home deliveries. This matter, along with contractors and taxis, was raised with the Active Travel team who commented that delivery companies would either amend their routes and schedules to accommodate the SS road closures or would park nearby and carry the parcels / boxes. I have spoken to representatives of multiple delivery couriers who have frankly laughed at this suggestion. Their routes are time optimised and if they cannot gain access then the goods will be returned to depot as undeliverable. I feel that this uncertainty of being able to receive what we have ordered is totally unacceptable; again, allow access to vehicles with proof of needing to make a delivery / collection.

All of the above instances are likely to be infrequent due to the small number of households on the Avenue, and obviously only apply in term time, but they will occur from time to time and I believe provision needs to be made prior to the scheme going live rather than trying to fight for an amendment or change in the future.

Other matters concerning the scheme are:

Dates of Operation: The scheme is only to be operational during term-times, but I have been told that it isn't possible to reflect this on the street signage. In the event that my earlier comments on access for "other vehicles" are not acted upon, then it is very important that it is clear when (which weeks) the school is not open and vehicle access is unrestricted. The Active Travel team suggested, in early talks, that the street sign could be covered during school holidays, but Ms Mills stated that the Council had no time or budget to perform this: can you please ensure that provision is made to make it abundantly clear which weeks the scheme is/ isn't in use.

Planters: 2 planters have been sited near the southern end of Delamere Avenue. These seem to be dual purpose: restricting the width of the road, and providing a housing + fastening point for a retractable barrier tape. I object to these planters on two grounds:

- a) Cars parking (sometimes some distance from the kerb) close to the northern side of the eastern planter can reduce the width of the inter- planter gap. This reduction of the gap is particularly severe when a Light Goods Vehicle has parked there (see photos): it has, so far, been possible to squeeze a car through if approached very slowly and at an angle but I have doubts whether a larger / commercial vehicle (delivery vehicle / skip or refuse lorry / even emergency services vehicles) could pass through. The proposed waiting/ parking prohibition measures are to the south of the planter (towards Scarr Lane) and so won't improve this. The restrictions need to extend to the north of the planter to stop vehicles effectively being double-parked opposite the western plant.

Alternatively, and preferably, remove the current eastern planter and replace it with the planter (that houses the tape) from the western side... then install a kerbside post to which to attach the tape. This single planter+ post configuration would still reduce the road from 2 lanes to 1 (although I'm not sure why this is necessary at all) but would leave a better / clear gap on the western side of the road in the event of parking on the eastern side.

- b) In bad (snowy/ icy) weather it can be very difficult to enter Delamere Avenue because of the slope of Scarr Lane. The slope of the road causes vehicles to slip down towards the western kerb where we now have a planter. I believe that access to Delamere will be too onerous in bad weather and numerous crashes into the planter will occur.

Suggestion: I would propose that one or both of the planters (along with barrier tape) are removed and replaced with a set of flashing amber lights (as used in other school warning/ temporary speed reduction scenarios). These lights could be mounted on the existing street signage or even secured into the eastern planter if it is to remain. This would have multiple benefits:

- It doesn't reduce road width as much as the 2 planters.
- It removes the problem of indicating when the scheme is/ isn't in operation. If the signage says "Restricted access when lights flash" then, during holidays, the lights aren't turned on and traffic is free to enter without the sign needing to be covered.
- It may be possible to operate the lights remotely (Council or school), obviating the need for school staff to extend / retract the tape.
- I believe there have been instances of road users unclipping and retracting the tape and then driving through without then stopping to re-extend and reattach it (potentially causing confusion as whether the scheme is active or not). The lights don't require driver action and should therefore be left to operate as and when intended.

Additional Safety Measure: An unfortunate consequence of the **SS** scheme will be to further increase the volume of parking / waiting on Hillside Avenue and the number of children needing to cross the road. To avoid people trying to cross from between parked cars on a stretch of road that, due to bends, is already difficult for drivers, I believe a crossing (Pelican or Lollipop Person) is warranted across Hillside Avenue, preferably close to the path down the side of the bus terminus.

Can I please thank you for your consideration of this submission. As the parent of children who previously attended Buckstones School, I am wholeheartedly supportive of measures to enhance child safety but, equally, I am a resident who has to live within the scheme 7 days a week, 52 weeks a year. I genuinely believe that, with a few modifications / concessions, a real win - win solution can be achieved.

Response

Dear XXXXX

Thank you for your detailed representation dated 25th October 2024 regarding the proposed School Street scheme on Delamere Avenue. We appreciate you taking the time to share your observations and concerns.

All objections made to a proposed traffic order are included in a report which is then submitted to a future committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

The council fully acknowledges your concerns about residential access, and we are committed to ensuring the scheme works for both residents and the school community.

The primary rationale for this proposal is to enhance the safety of children at the start and end of the school day. By reducing the volume of traffic, we aim to create a safer and healthier environment, reduce air pollution outside the school gates, and encourage pupils and parents to walk, scoot, or cycle.

Resident Access and Exemption Permits

I want to offer immediate reassurance regarding your main concern. The prohibition of motor vehicles **is not absolute** and does not apply to residents living within the designated zone.

To ensure you are not unduly restricted, residents of Delamere Avenue will be eligible to apply for a **free exemption permit**. This permit will allow you to enter and exit the zone in your registered vehicle at all times, including during the operational hours. The restrictions will only be active during school term times, between **8:30 am - 9:00 am** and **3:00 pm - 3:45 pm**

Access for Taxis, Deliveries, and Service Providers

We have carefully considered the points you raised about access for other vehicle types, and our approach is consistent with other School Street schemes operating successfully across the UK.

Taxis and Contractors: For taxis and contractors, they are not allowed to enter Delamere Avenue during the restricted times. They can safely park on Scarr Lane as it is a short distance to Delamere Avenue. They can however exit Delamere Avenue during the restricted times if the vehicle was parked / stationed at Delamere Avenue.

Deliveries: While many delivery companies adjust their schedules to accommodate these timed restrictions, we understand the concern about failed deliveries. For large or essential deliveries, that can be done outside restricted times. Most standard online shopping deliveries, the expectation, shared by other councils, is that companies work around the restrictions, and will either deliver outside of the restricted hours or park safely nearby to complete the delivery on foot.

Planters and Road Width

We have received similar feedback regarding parked vehicles reducing the accessible width of the road by the planters. This issue has been addressed by installing new signs on the planters themselves, which clearly instruct drivers not to park in a manner that causes an obstruction.

Regarding your suggestion to replace the planters with flashing amber lights, this does not align with the established requirements for a School Street. The purpose of the planters and barrier tape is to provide a clear, physical demarcation that prevents non-exempt vehicles from entering.

A flashing light system would not act as a physical restriction and is, therefore, not suitable for enforcement. Furthermore, the installation and maintenance of such a system would be prohibitively expensive, and there is no budget allocated for it. In terms of enforcement of school streets without physical demarcation / measures, an alternative option is to install enforcement cameras. This method is currently in use in a primary school in Lees and has been a huge success. This might be an alternative option if needed.

Additional Safety Measures on Hillside Avenue

Thank you for your suggestion regarding road safety on Hillside Avenue. We can confirm that the council is already in the process of reviewing and assessing a number of potential highway improvement measures for this location.

We are confident that by working with residents, we can implement a scheme that significantly improves child safety while maintaining the access and amenity of residents.

Regards,
Mohamed Abdulkadir

Objection 2

In response to letter received on the above matter.

This whole thing is absolutely ridiculous and total waste of resources and could be better spent. Planters too? Really!

It is not a busy town centre therefore not a badly polluted area either.

We live on Scarr Lane are shift workers with vans and don't want to be disturbed into thinking about time as to whether or not should be parked there. We also park on the road for security where we can keep a close watch on as vans are a target for thieves

I have lived here a very long time, and no one has ever been knocked down here.

Most parents come in cars as they have to go to work after dropping children off at school.

Trying to get children to cycle or walk to school when we have a lot of rain is also ridiculous

The only area that needs prohibited parking outside is Hillside Avenue where it meets the top of Scarr lane as a resident insists on parking their car outside their house right at the junction. It is restricted vision when turning right at the top of Scarr lane.

I know of a few people that have said this.

I also know a lady that had a bad accident recently due to this and has been in hospital a while. So, we strongly object to this proposal.

Regards

XXXXXX

Response

Dear XXXXX,

Thank you for your email of 21 October 2024 regarding the above-proposed scheme. We appreciate you taking the time to share your views. All objections made to a proposed traffic order are included in a report which is then submitted to a future committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

The primary rationale for this proposal is to improve safety for children travelling to and from Buckstones Primary School. While we acknowledge your point that the area is not a busy town centre, studies show that reducing traffic volumes, even in residential areas, creates a safer and healthier environment by lowering the risk of accidents and reducing localised air pollution from idling vehicles. You mentioned that you are not aware of anyone being knocked down in the area; the scheme is a proactive measure which aims to prevent future incidents before they occur, rather than reacting after a child has been hurt.

The proposal consists of two main elements: a "Prohibition of Waiting" on parts of Scarr Lane and a "Prohibition of Motor Vehicles" (a School Street) on Delamere Avenue during set times. As a resident of Scarr Lane, we want to reassure you about access. The waiting restrictions are timed to prevent dangerous parking during school drop-off and pick-up hours. For residents who live within the core School Street zone on Delamere Avenue, we will be operating a free exemption permit scheme. While you reside on Scarr Lane, if your van were to be parked on Delamere Avenue before the restrictions begin, you would be permitted to exit the zone at any time. The operational hours are 8:30 am - 9:00 am and 3:00 pm - 3:45 pm, during school term times only.

We understand your point that many parents drive because they need to go to work. The scheme is designed to encourage those who are able to make a change to do so.

Parents who need to drive can park their vehicles a short distance away from the school and walk the final part of the journey. This "park and stride" approach helps to reduce congestion immediately outside the school gates.

You questioned the use of planters. We have noted concerns that vehicles parking close to the planters can reduce the gap for access. This issue has been resolved by installing signs on the planters to inform drivers not to park in a way that causes an obstruction.

Finally, we have considered your concerns about the junction of Hillside Avenue and Scarr Lane. Please be assured that the council is currently assessing a number of potential highway improvement measures on Hillside Avenue to improve safety.

We hope this information clarifies the proposal and addresses your concerns.

Best regards,

Objection 3

Good Morning

We are in receipt of the letter that notifies us of this order.

We live on Harewood Road, and our property is on the corner Harewood Road/Haddon Way, we already have a lot of inconsiderate parking from parents dropping their children at the school and this is only going to get worse when this order comes into effect.

So yes, we do object to the proposal, although do appreciate your need to do it. Because of the placement of the school, traffic was always going to be a problem.

Kind Regards

Response

Dear XXXX,

Thank you for your email regarding the proposed School Street scheme for Buckstones Primary School. All objections made to a proposed traffic order are included in a report which is then submitted to a future committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

We acknowledge your concerns about the existing inconsiderate parking you already experience and why you feel the new restrictions may displace vehicles and worsen the situation on your street. We also appreciate you recognising the need for action to address the traffic issues around the school.

The primary goal of this proposal is to create a safer and healthier environment for children. By prohibiting vehicle access to the street immediately outside the school during drop-off and pick-up times, we can significantly reduce the risk of accidents and lower children's exposure to air pollution from idling engines.

A common concern with schemes of this nature is that traffic will simply move to adjacent streets. While some displacement can occur, especially in the initial phase, experience from other School Streets across the country shows this is often less severe than anticipated. The restrictions encourage families to change their travel habits over time. Many begin to walk, cycle, or scoot for the whole journey. Others adopt a "park and stride" model, parking safely and legally a few streets away and walking the last five to ten minutes. This behavioural change often leads to a phenomenon known as "traffic evaporation," where the total number of car trips concentrated in the immediate area at school times actually decreases. This can help to alleviate parking pressure on surrounding roads in the long term.

The council will monitor the impact of the scheme on the wider road network, including Harewood Road, to understand its effects, and possibly look at highway improvement measures on the wider area.

We are hopeful that this scheme will create a much safer environment for the school community while encouraging a shift in travel habits that benefits the entire neighbourhood.

Best regards,
Mohamed Abdulkadir

Objection 4

Hello Highways and Engineering,

I write to express my objection to the plans outlined in your letter referenced MA/GA/TMA/495B dated 14th October 2024 and further referenced within the letter as LKM/VF25172.

In terms of the 'proposed timber planters' on Delamere Ave this appears to be a contradiction as these planters are now already in place and have been for many weeks so why does your letter say proposed?

Whilst I understand the reasoning for these measures and that there had previously been a large number of complaints from people on Delamere Ave in reference to school related traffic I feel that details outlined in your plans will only serve to push the problem onto Hillside Ave which in my opinion as a resident living on Hillside Ave is already treated as a racetrack by a number of drivers who travel well in excess of the 30mph speed limit. This occurs on a regular basis and is worst along the straight run leading from the road bend at Underwood Way and up to Buckstones Road and back down from Buckstones Road.

The measure you propose will only move traffic into this 'speeding area' and I don't feel the people who travel at the sort of speeds I have witnessed, will take much notice of signs in the road saying slow school. This being the case I do not feel that your plans help to create a safer environment without the need for stronger measures to limit the speeds at which people travel along Hillside Ave.

Best Regards
XXXX

Response

Dear XXXXX,

Thank you for your letter dated 28th October 2024. All objections made to a proposed traffic order are included in a report which is then submitted to a future committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

We acknowledge your concerns as a resident of Hillside Avenue, particularly regarding the potential for traffic to be displaced onto your road and your existing concerns about vehicles travelling in excess of the speed limit.

Firstly, we wish to clarify the point you raised about the timber planters. The planters were installed as part of an initial trial for the scheme. The letter you received refers to the formal Traffic Regulation Order (TRO) process, which is the legal procedure required to make the scheme permanent. The term "proposed" is used in this context to refer to the legal order itself.

We understand your concern that these measures will simply move the problem onto Hillside Avenue. While some traffic displacement can be expected initially, experience from similar schemes across the country shows that this is often not as severe as feared. Over time, such restrictions encourage a change in travel behaviour, with many families choosing to walk, cycle, or "park and stride" (parking further away and walking the last part of the journey). This can lead to a phenomenon known as "traffic evaporation," where the total number of car trips in the area decreases.

Crucially, the council is aware of the speeding concerns you have raised on Hillside Avenue. We can confirm that our traffic officers are currently investigating and considering a number of potential highway improvement measures for Hillside Avenue to address these safety issues and calm traffic speeds.

We believe that the School Street, combined with a review of measures on surrounding roads such as Hillside Avenue (ongoing), will help to create a safer environment for the entire community.

Best regards,

Mohamed Abdulkadir

Objection 5

I am writing with a objection to the proposed traffic regulation order (noted above). I am a resident at XX Hillside Avenue, Shaw, Oldham, OL2 8HR and the restrictions proposed would severely limit my ability and my families ability to park outside my property at key times throughout the working day.

We are a family of 4 and a household of 3 cars, with the capacity for one off road parking (private drive). My husband and I are Key Public Sector workers (National Health Service and Greater Manchester Police) and also my son currently attends Manchester University, and lives at this address. Given the nature of our working patterns (shifts) and our sons attendance at Manchester University, the proposed time restrictions will severely disadvantage us in having the ability to park outside our own house, should these restrictions come in to force.

Therefore, due to all of the above, we strongly object as a resident to these proposed restrictions. Alternatively, as residents, the only reasonable way to implement this scheme is to enable residents to continue to park outside their own properties using a residential car parking permit system.

Thank you in advance for your consideration of my strong view point in this matter. I hope that the correct and sensible approach will be given.

Yours sincerely
XXXXX

Response

Dear XXXX,

Thank you for the representation regarding the proposed Traffic Regulation Order (TRO). All objections made to a proposed traffic order are included in a report which is then submitted to a future committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

We acknowledge your concerns regarding your family's ability to park your vehicles, particularly given your roles as key workers with shift patterns and having three cars in the household.

The primary rationale behind proposing waiting restrictions at the junction of Hillside Avenue and Scarr Lane is to improve road safety. Parking at junctions can severely restrict visibility for drivers and pedestrians, creating a significant hazard. These proposals aim to keep the junction clear, especially for the safety of children travelling to and from the school.

You suggested a residential parking permit system as an alternative. Unfortunately, the council does not have the budget available to introduce a new permit scheme in this area, which requires significant resources for setup, administration, and enforcement. The council's policy is to consider residential permit schemes only in areas that experience severe and persistent non-resident parking for most of the day, such as from commuters near town centres or transport hubs, and where there is overwhelming support from residents. This proposal is targeted specifically at school-run times and therefore does not meet the criteria for a wider permit scheme.

I hope you find this information useful.

Regards,
Mohamed Abdulkadir

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